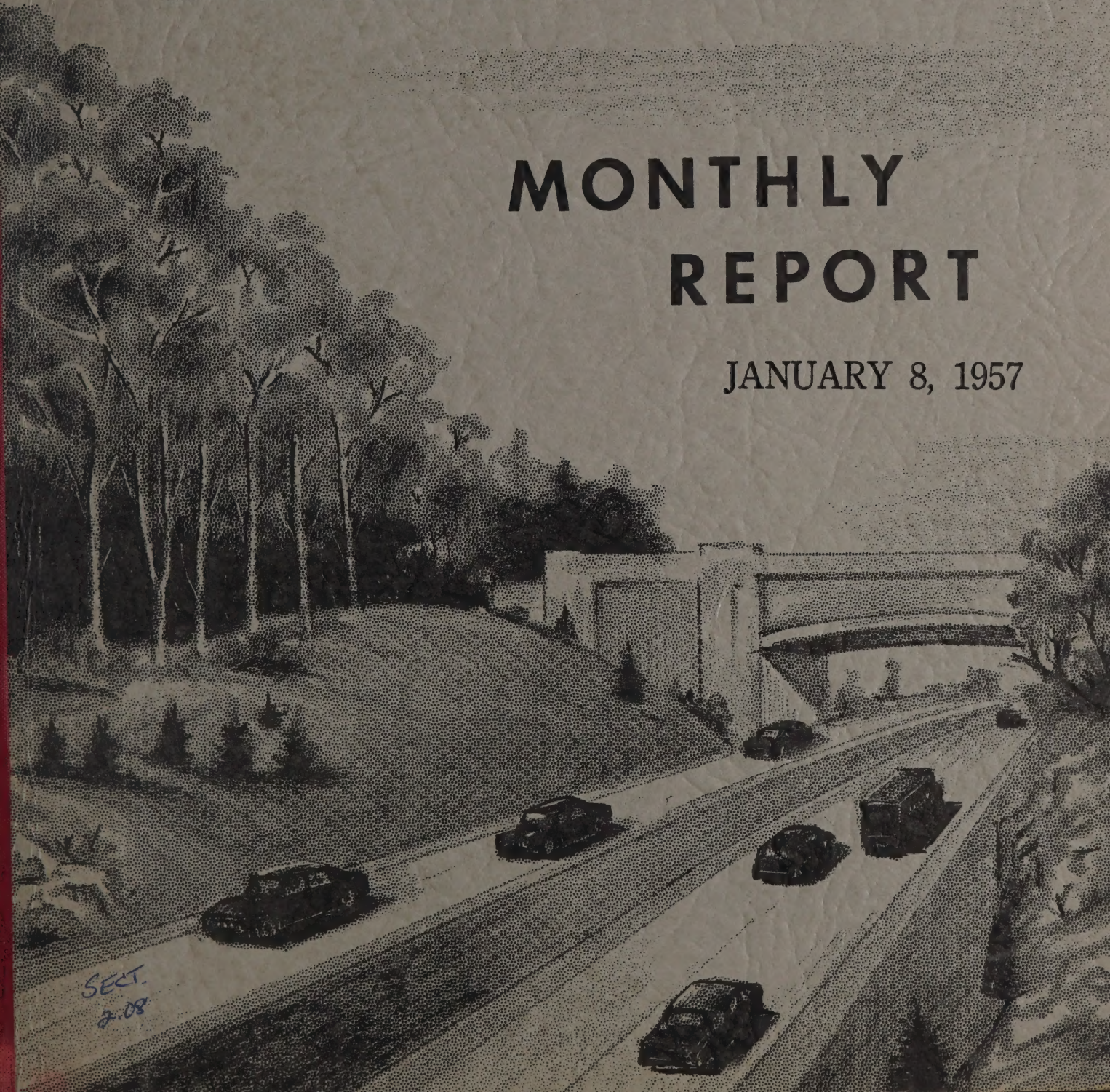


STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

JANUARY 8, 1957



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COUNTY VISITS

Continuing our policy of "calling on the trade" we met during the past month with senators, assemblymen, county planning boards and freeholders in Morris, Atlantic, Essex and Sussex Counties. To date we have visited 16 counties.

As previously stated these meetings serve a threefold purpose:

1. They afford an opportunity in a broader base than merely legislative to explain in detail the need of providing highway construction funds over and above the technical matching fund requirements.
2. They permit us to outline our overall plans to modernize the state system.
3. They provide each county with an opportunity to lay before us their concept of highway needs.

It is my firm conviction that largely as a result of these many visits to all sections of the state the Legislature will provide the funds necessary to the fulfillment of the expanded highway program. Furthermore, I believe that many of the "headaches" associated with the establishment of new alignments will be lessened because of our previous discussions with county officials.

EXCESS PARCELS

The first mass sale of excess parcels in the Department's history was held as a public auction on December 13 as planned and the results

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EXCESS PARCELS, continued

appear to have justified our pre-sale optimism.

This lot of parcels offered were of small irregular dimensions, subject to highway slope and drainage rights, and restricted against billboards, junk yards and access to adjacent highways. There was great interest and very active participation at the sale.

In all there were 155 separate transactions at which 170 items were sold, all subject to the Commissioner's final confirmation. Of the original 197 items, 11 having an appraised valuation of \$85,495 were withdrawn before bidding for various reasons, and 16 with a combined value of \$30,020 were withdrawn by the auctioneer because the bids did not reasonably approach the appraised valuations.

The total of bids offered was \$165,565. Our appraisal on these properties totaled \$104,475, leaving a dollar return of \$61,090 in excess of our appraisals as if and when exercised.

Out of courtesy to pre-sale requests of municipal officials of Phillipsburg and Englewood and the Middlesex County Board of Freeholders, three parcels were withdrawn in advance of the sale. Englewood and Middlesex have subsequently made firm offers that are in line with our appraisals.

Following the auction each municipality in which parcels were located was notified by letter that a sale had been held which was subject to final approval by the Commissioner.

EXCESS PARCELS, continued

In the event they were interested in acquiring any parcel they would be allowed two weeks in which to notify the Department. It was understood that the acquisition must be at a figure equal to the highest bid - or in the event no bid was received - the appraised value of the parcel.

It is our intent to continue the survey of these odds and ends of land that we have accumulated over the past 40 years and hold similar sales periodically until such time as we have gone over every inch of our rights of way and put everything that is excess to our needs back on the public tax rolls.

BERGEN-PASSAIC EXPRESSWAY

The U.S. Bureau of Public Roads has approved the alignment of the Bergen-Passaic Expressway from the present western terminus in Wayne Township, Passaic County, eastward to Teaneck having previously given approval from Columbia to Wayne Township on Route 23. They are still insisting upon further studies on a line which would run directly from the George Washington Bridge westward through Leonia prior to final determination and acceptance. Our suggested line presently runs northward from the bridge and carries along the Englewood-Leonia boundary, thence south along Overpeck Creek. This line is 7/10 of a mile longer but affects fewer homes. However, the Bureau reasons that 100,000 cars

BERGEN-PASSAIC EXPRESSWAY, continued

a day x 7/10 mile = 70,000 miles a day extra travel. Figuring the operating cost of each vehicle per mile times the life of the road produces results which run into millions of dollars. On this basis the Bureau feels justified in selecting a line which might create greater initial losses in rateables.

REAL ESTATE DIVISION RE-ORGANIZATION

Continuing our policy of promoting from within qualified employees upon the retirement of older men, John A. Whitehead was made Acting Supervisor, Bureau of Appraisals & Negotiations, to succeed John W. Aymar, upon the latter's retirement. In preparation of an expanded right of way acquisition program we are putting on additional men from available Civil Service lists and upgrading others now with the Department. To date six negotiators have been employed and one additional title searcher. Five promotions have been made.

ROUTE 17 - CONSTRUCTION SPEED SIGNS

Following two fatal accidents on Route 17 - which according to all reports were not attributed to our construction - the Mayor of Paramus ordered his police to erect reduced speed signs (35 MPH). He also had sections of snow fence erected at several island openings.

To permit individual municipalities to regulate speed and traffic movement on state highways would be to relinquish the Department's vested

ROUTE 17 - CONSTRUCTION SPEED SIGNS, continued

authority and could only result in chaos. Therefore our own forces were directed to remove the signs and snow fence.

At the same time an investigation of traffic conditions was ordered with the result that 35 MPH signs were erected by us within construction limits and a speed survey of Route 17 from the state line to Route 3 undertaken. We anticipate no further difficulty.

MIDDLESEX FREEWAY

On December 19 we again met with Perth Amboy, Woodbridge and Edison officials re: the alignment of the Middlesex Freeway. As in other and similar meetings it is evident that we will have no difficulty setting the line from Route 22 eastward to a point near the Parkway. Studies are being continued in an effort to find an acceptable line through Perth Amboy to the Goethals Bridge.

CHILDREN'S CHRISTMAS PARTY

As is our custom the Children's Christmas Party was held again this year in the Highway Building cafeteria. The date was December 20. The affair is a substitute for the adult office parties of former years.

A total of 350 children, plus 500 adults, attended which established a new record. In addition to an "imported" show (New York) Santa Claus gave each child gifts according to age and a stocking filled with fruit and candy. As always the "piece de resistance" was the ice cream, cake and cookie banquet.

STATE AID TO COUNTIES

All counties have been notified of the amount of the 1957 apportionment of the \$4,667,831.00 Motor Vehicle Aid Funds as follows:

Atlantic County -	\$173,940.	Middlesex -	\$256,193.
Bergen -	398,692.	Monmouth -	232,542.
Burlington -	168,772.	Morris -	200,304.
Camden -	235,411.	Ocean -	150,000.
Cape May -	150,000.	Passaic -	271,526.
Cumberland -	161,304.	Salem -	150,000.
Essex -	495,951.	Somerset -	150,000.
Gloucester -	150,000.	Sussex -	150,000.
Hudson -	375,831.	Union -	274,161.
Hunterdon -	150,000.	Warren -	150,000.
Mercer -	223,204.		

This is a newly computed apportionment based on new road mileage as submitted by each municipality.

SIGNS

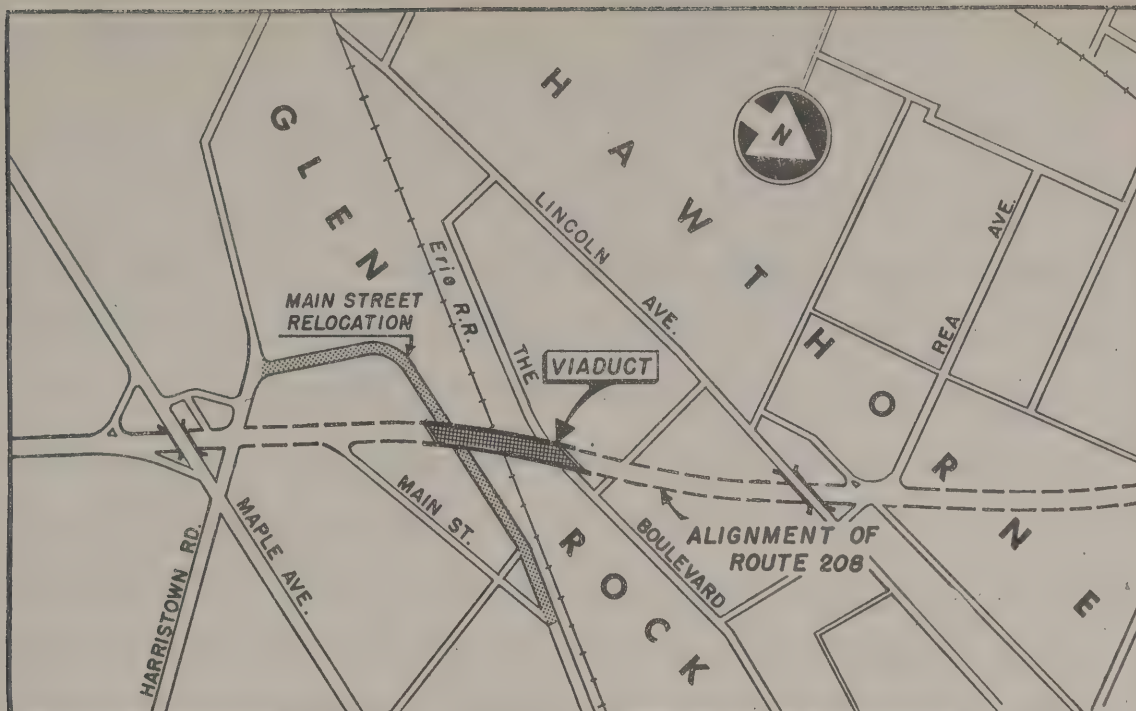
Approximately 1800 new Red Stop Signs have been erected in conformity with our sign program. These are replacements for the older and smaller yellow signs.

We are also continuing to replace small Speed Limit Signs with large (6' x 4') signs in the center islands of divided highways. These signs

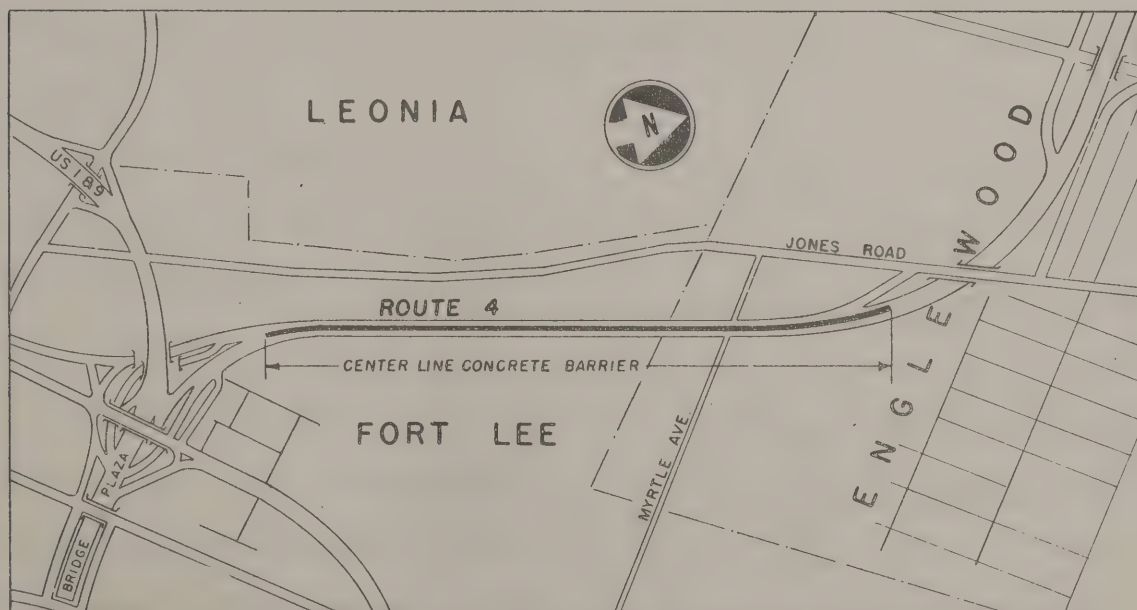
SIGNS, continued

are being spaced about 5 miles apart and as a rule replace some 10 to 12 smaller signs each. The State Police believe that the larger signs do a much better job.

Test Route Marker designs have been erected on several routes for day and night observation by our people. The latest installations are at Bakers Basin on Route U.S. 1. From these many tests we hope to come up with a route marker that is more legible and at the same time provides better target value under night and day conditions.



ROUTE 208 VIADUCT, in GLEN ROCK, BERGEN COUNTY.



ROUTE 4 CENTERLINE BARRIER, in ENGLEWOOD & FORT LEE.

Above projects were offered for bids January 3, 1957, along with construction of a railroad overpass for the Route 42 Freeway in Camden County and shoulder and turnaround improvements along Route U. S. 30, near Atlantic City. Additional information is contained in news releases which are a part of this report.

IMMEDIATE RELEASE

Trenton, Jan. 3.- The Franklin Contracting Company, Newark, was low bidder today on proposed construction of an 825 foot long viaduct that, as part of future State Highway Route 208 in Glen Rock, Bergen County, will span the Boulevard, Diamond Creek, the Erie Railroad and a planned relocation of Main Street.

The Newark firm's bid was \$902,946.50, and was lowest of eight bids received by the Highway Department. Next low bidder was Peter W. Kero, Inc., of Carlstadt.

Successful bidder for another Highway Department project in Bergen County, construction of a centerline barrier on Route 4 in Englewood and Fort Lee, was the Frapaul Construction Co., Inc., of Rochelle Park.

The Frapaul firm bid \$39,579.31 to install 4,856 feet of the barrier between Jones Road and Bridge Plaza. The major portion of the reinforced concrete structure will be 20 inches high and 30 inches wide at its base.

The same type of construction has proved highly successful in other areas of the state where traffic use had reached high levels and the possibility of head-on crashes has mounted.

The present volume of traffic within the area of the proposed construction is in excess of 50,000 vehicles a day, according to recent Highway Department surveys.

The Route 208 viaduct construction is being proposed in advance of paving the already graded adjacent portions of Route 208 in order that any delays which might occur due to availability of fabricated structural steel would not affect road paving contracts.

1957
Route 208
Bergen County

The viaduct superstructure will consist of 12 spans and have a reinforced concrete deck. The deck will be 45 feet wide overall and provide a 36 foot roadway between curbs. On the east side there will be a 6 foot sidewalk and on the west side a one and one-half foot wide safety curb.

Clearance above existing ground will vary from 20 to 40 feet.

Department engineers have made provisions in design of the structure so that at such time in the future a traffic needs warrant, a duplicate structure can be constructed immediately adjacent to the one on which bids were received today.

The proposed construction also includes straightening that portion of the alignment of Diamond Creek that exists within the Highway Department's Route 208 right of way limits.

Relocation of Main Street so that it would pass under the proposed viaduct will be performed as a municipal project at some-time in the future.

On Saturdays, Sundays and holidays, and from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. on Mondays through Fridays, the contractor will be restricted from performing any work that will restrict Route 4 traffic to less than four 12-foot wide lanes in each direction.

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Trenton, Jan. 3.- The State Highway Department today received bids on construction of a railroad overpass bridge for the Route 42 Freeway, in Gloucester Township, Camden County, and the reconstruction of roadway shoulders and traffic turnarounds on Absecon Boulevard (Rte. U.S. 30) in Atlantic County, near Atlantic City.

Low bidder on the proposed overpass, which will span the Grenloch Branch of the Penn-Reading Seashore Lines, was Public Constructors, Inc., of Gloucester. The firm's bid of \$337,508. was the lowest of ten submitted to the Department on the construction today.

The overpass will be a dual bridge providing a 51-foot wide roadway for future northbound traffic and a 53-foot roadway for future southbound traffic. Each bridge will have sidewalks 3 feet wide and the deck slabs will be of reinforced concrete.

The Bancheri Construction Co., Hammonton, was low bidder on the Absecon Boulevard work in Atlantic County. The firm's bid was \$163,086, and the work includes constructing three new turnarounds for each direction of traffic, modifying five existing turnarounds, and resurfacing nearly 5 miles of existing roadway shoulders.

Modification of existing turnarounds will include minor changes in curvature of the turnarounds and center curb openings to ease vehicular movement and resurfacing them with bituminous concrete.

The existing 9-foot wide roadway shoulders for nearly the entire distance from Atlantic City to Absecon will be reshaped and given a penetrated gravel bituminous surfacing.

While working on the project during weekdays the contractor will be required to maintain at least 14 feet of existing roadways for each direction of traffic. The full width of the existing roadways shall be available to traffic from 2 p.m. each Friday to 10 a.m. each Monday, and from 2 p.m. on the day preceding, to 10 a.m. on the day following a legal holiday.

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Included in the original copy of this month's Report to the Governor were the following pictures:

The Department's first mass sale of excess parcels of land.

A group view of a portion of the 350 children and 500 adults of the Highway family as they enjoyed the Department's 1956 annual Children's Christmas Party.

One of the children registers mixed emotions as she approaches and receives her gift from Santa face to face.

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